

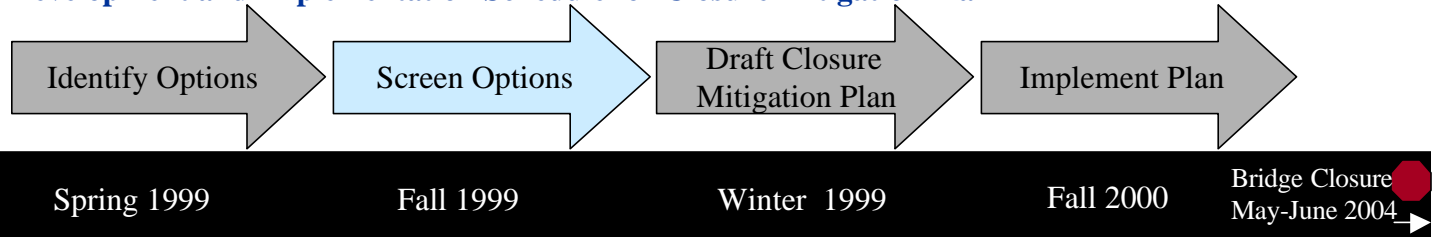
# Hood Canal Bridge East-Half Replacement Project



Washington State Department of Transportation

September/October 1999

## Development and Implementation Schedule for Closure Mitigation Plan



## Hood Canal Bridge Closure Mitigation Plan Development Process

### BACKGROUND

After the west-half of the Hood Canal Bridge (HCB) pontoons sank during a storm in February 1979, the Washington State Department of Transportation (WSDOT) utilized emergency funds from the Federal Government to replace the sunken portion of the bridge, and to rehabilitate the west transition span. As a result, the west-half was designed to more stringent standards, and the electrical and mechanical portions of the west-half bridge were updated. The bridge was re-opened to traffic in October 1982.

Following an extensive evaluation of the bridge in 1997, WSDOT published a report outlining the factors affecting the service life of the east-half floating portion of the HCB and evaluating the cost effectiveness of rehabilitation verses replacement of the old pontoons. WSDOT found that the east-half of the structure has been subjected to much greater storm-related forces than envisioned during the original design, and that these storms have caused mechanical and structural damage that has necessitated repair. Due to the extensive cracking caused by violent storms, the remaining service life of the east-half pontoons has been reduced. Furthermore, the reliability of the east-half draw span has diminished--causing the bridge to jam in the open position, and limiting some openings to two-thirds of the design draw. Storms have also caused deterioration of the east roadway structure.

WSDOT concluded the risk of critical damage due to major storms, in itself, is sufficient cause for replacement of the east-half. The estimated cost of the east-half replacement project including design and construction engineering, right-of-way and contingencies is approximately \$170 million. The replacement of the east-half is scheduled to take place during 6- to 8-weeks in late Spring 2004.

### ADDRESSING PUBLIC NEED

The Washington State Department of Transportation is planning for the 6- to 8-week closure of the Hood Canal Bridge with the Peninsula Regional Transportation Planning Organization (PRTPO). While WSDOT pursues the design details of the bridge itself, the PRTPO and WSDOT have lead the effort to develop a coalition of regional, local, and community partners to develop a Hood Canal Bridge Closure Mitigation Plan. The purpose of this plan is to identify transportation options that help ease the burden on the traveling public while the bridge is being replaced.

### CLOSURE MITIGATION PLANNING PROCESS

Because the Hood Canal Bridge provides the only direct connection between the northeast corner of the Olympic Peninsula and the Kitsap Peninsula, WSDOT recognized the need to provide transportation alternatives to help address traffic impacts during the closure period.

In February 1999, WSDOT, in cooperation with the PRTPO, began the process of developing the closure mitigation plan. To facilitate this process, WSDOT and the PRTPO created two committees charged with developing the transportation options that will be considered in the HCB Closure Mitigation Plan. The Hood Canal Bridge Replacement Advisory Committee (HCBRAC), tasked with the development and technical evaluation of alternative for the project. The HCBRAC is made up of representatives from cities, counties, transit agencies, and state organizations who represent those affected by the bridge closure. The Hood Canal Bridge Stakeholder's Committee (HCBRSC), is made-up of elected officials and decision makers from the same jurisdictions and agencies as the HCBRAC. The stakeholder's committee is responsible for setting policy and selecting the alternatives to be included in the Closure Mitigation Plan.

Over the last seven months, the committees identified a wide variety of options and have screened those options in order to short-list the alternative for public review and comments.

### OPEN HOUSE MEETINGS

WSDOT and the PRTPO will solicit feedback from the public during meetings in late September and early October. All comments received during these open house meetings will be presented to the HCBRSC for consideration in the final selection of the transportation options to be included in the Hood Canal Bridge Closure Mitigation Plan.

## WSDOT Open House Meeting Schedule:

<b>Thursday, September 30</b> 5:00-8:00pm Poulsbo Fire Station , Community Meeting Room, Poulsbo	<b>Tuesday, October 5</b> 6:00-9:00pm Jefferson County Cooperative Extension Office, Port Hadlock	<b>Wednesday, October 6</b> 6:00-9:00pm Vern Burton Park & Recreation Center, Port Angeles	<b>Thursday, October 7</b> 5:00-8:00pm Mary Theler Community Center, Belfair
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## Project Partners

**Clallam County**  
**City of Port Townsend**  
**Freight Companies**  
**Jefferson Transit**  
**WSF**  
**Kitsap Transit**

**Jefferson County  
Tribal Interests  
Port of Port Townsend  
Clallam Transit  
Mason County  
WSDOT**

**Kitsap County  
City of Shelton  
Emergency Services  
City of Port Angeles  
US Navy  
Port of Bremerton**

# Port Townsend Chamber of Commerce



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# Hood Canal Bridge East-half Replacement Project

WSDOT Olympic Region  
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Port Orchard, WA 98367-8192

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To comment, request information or to learn more about the project, write to the Hood Canal Bridge Replacement Advisory Committee (BRAC) at the address above, visit the website at **[www.wsdot.wa.gov](http://www.wsdot.wa.gov)** or send e-mail to **[info@wsdot.wa.gov](mailto:info@wsdot.wa.gov)**.

Clip and mail to: **WSDOT-Olympic Region, BRAC** 8293 Springcreek Rd, SE Port Orchard, WA 98367-8192

## COMMENTS

## Send Us Your Comments

What solutions  
have we  
overlooked for  
this situation?

**COMMENTS**

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